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COUNTRY <u>Soviet Zone of Germany</u>	REPORT <u></u>
TOPIC <u>Cottbus Airfield</u>	50X1
EVALUATION <u></u>	PLACE OBTAINED <u></u> 50X1-HUM
DATE OF CONTENT <u></u>	
DATE OBTAINED <u></u>	DATE PREPARED <u>24 March 1950</u>
REFERENCES <u></u>	
PAGES <u>2</u>	ENCLOSURES (NO. & TYPE) <u></u>
REMARKS <u></u>	50X1-HUM
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1. The Cottbus (N 52/A 57) airfield had been expanded by 200 meters to the west on 4 February 1950. The border of the expanded area, which was staked off by red-white pegs, ran along the northern edge of the athletic ground (on the road to Dahlitz (N 52/A 47)), past the road intersection 300 meters west of the athletic ground, 650 meters along the path leading to a farmyard north and from there straight in an about eastern direction.
2. An electricity transmission line suspended from permanent poles was being laid from the Stroeplitz (N 52/A 57) town quarters to the construction site of the Bauunion-Sued Firm on the southern edge of the landing field. A board fence was being set up parallel to the road to Dahlitz, near the construction site. Broken stones for grading were hauled to the southeastern corner of the landing field and from there shipped on the railroad spur track to the expansion area. About 40 or 50 laborers worked on the construction site on the southern edge of the field.
3. The field was still occupied by about 40 twin-engine bombers.
4. About 35 twin-engine aircraft were observed at the field on 15 February 1950. There was intensive flying with about 13 planes between 12:30 and 2:30 p.m. at a visibility range of 10 km and a 1,200-meter cloud base. About 80 men were standing around the planes at the take-off point. There was also a radio truck with extended rod antenna. A set with a long rod antenna, presumably a radio telephone set, with 10 to 15 men around, was at the beginning of the runway. The pilots of the taking-off planes gave signs to these men. Some of the landings were very poor. Individual local flights were made. A formation of four planes, one towing a sleeve

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target came from the western direction and dropped the sleeve target on the field at 1:45 p.m.

5. Two twin-engine aircraft types were seen. Both had two in-line engines, double rudder assembly, landing gear retracting rearward, low-wing monoplane, underside of nose glazed, antenna forward of cockpit. They only differed in the form of the cockpit. One type had one flat cockpit, the other had two cockpits with the rear being a little higher, streamlined to the aft and unglazed at rear. Some planes of both versions had a hatch behind the cockpit through which a crew member looked while the plane taxied along the field. The second version had a set, similar to a generator, under the fuselage, in line with the trailing edge of wings. A barrel, probably a machine gun, was in the mid-nose.

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Comment :

a. [redacted] the field was occupied by about 40 twin-engine planes. [redacted], two bomber regiments were probably stationed at the field. Some of the planes assigned to these regiments are possibly parked in the hangars.

b. The expansion work toward the west was confirmed by other sources. According to the description in para 1, the field is being expanded by about 600 to 700 meters.

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c. [redacted] According to the description in para 5, the aircraft type with one cockpit is a PE-2 and the other type is a version of the PE-2 or PE-3. The double cockpit was formerly observed on the TU-2 plane stationed in Schoenwalde. It is therefore possible that the planes observed in Cottbus are also a version of the TU-2.

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